

transportation 2030 plan



Planning the Future of Bay Area Travel

The Metropolitan Transportation Commission (MTC) is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. As such, it is responsible for adopting the Bay Area's regional transportation plan, a comprehensive roadmap to guide the development of mass transit, highway, airport, seaport, bicycle and pedestrian facilities over 25 years. Updated every three years to reflect new planning priorities and changing projections of growth and travel demand, the plan must be based on a realistic forecast of future revenues. Taken as a whole, the projects included must help improve regional air quality.


Updating the Bay Area's long-range transportation plan for the years 2005-2030 will be a roughly 18-month process that includes extensive public outreach and consultation with residents, agencies and organizations. This outreach is critical to

identifying shared regional and local goals, which in turn, will help guide the development of the Transportation 2030 Plan. No major transportation project can move forward unless it is contained in the plan.

Millions of Lives, Hundreds of Decisions

Creating a detailed transportation plan stretching through 2030 requires hundreds of decisions that will affect the lives of nearly 7 million current residents plus the millions of visitors who come to the Bay Area each year from throughout the U.S. and abroad. And the numbers are growing. By the year 2025, the regional population is expected to exceed 8.2 million, while the number of jobs regionwide will swell from 3.7 million to 4.9 million. Bay Area residents now take more than 21 million trips every day via car, transit, bicycle or on foot.

Compounding the challenge of making so many trips faster, safer and more



convenient is the sheer size of the regional transportation system, which now includes more than 1,400 miles of highways, over 300 miles of carpool lanes, eight toll bridges, nearly 20,000 miles of local streets and roads, over 9,000 miles of transit routes (including some 400 miles of rail transit), five public ports, five commuter ferry lines, three major commercial airports, and bicycle and pedestrian trails in all nine counties. The region's public transportation network includes eight primary systems, as well as numerous other local transit operators and specialized paratransit services for elderly and disabled travelers. Together, the Bay Area's transit services have a combined annual operating budget of more than \$1 billion and carry over 1.1 million riders on an average weekday.

Clear Policy Goals Help Focus Discussion

The Bay Area's current long-range transportation plan, adopted in 2001 and amended in 2002, emphasizes preservation of the region's existing transportation system, with decisions regarding discretionary investments shaped by six broad policy goals:

- **Mobility**—improve mobility for both people and freight
- **Safety**—improve safety for users of the transportation system
- **Equity**—promote equity for system users
- **Environment**—protect and enhance the environment

- **Economic Vitality**—sustain the economic vitality of the region
- **Community Vitality**—promote vital and livable communities

In the early stages of developing a new long-range plan, much of the discussion will center on policy goals. Whether the existing goals ultimately are retained, revised or discarded for a new set of targets, clear policy objectives will serve as a catalyst for building consensus around specific investment decisions.

Committed Funding: Continuity Is Key

The long-range planning process does not begin with a clean slate. Indeed, the lion's share of future transportation funds are already spoken for as a result of past planning efforts. This big chunk of “committed funding” is composed of three main elements:

- the cost of ongoing operation, management, maintenance and rehabilitation of the region's transportation infrastructure and services already in place;
- capital and operating costs associated with projects in MTC's three-year



- Transportation Improvement Program that are nearing construction; and
- state ballot measures and voter-approved transportation projects fully financed by county sales tax revenues in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties.

Some advocates have suggested that MTC ought to reexamine these prior commitments each time it updates the regional transportation plan. This issue will be debated again as part of the plan update.

Slicing the Rest of the Pie

The financial restrictions placed on the planning process ensure the completed plan won't promise more than the region can pay for. The money remaining after the committed funding is accounted for consists of fairly flexible federal and state capital funds. Deciding how best to spend these discretionary revenues to meet the region's long-range needs will be the principal focus of the Transportation 2030 Plan initiative.

Unfunded Transportation Needs

The Bay Area's 2001 long-range transportation plan showed there are insufficient funds to expand our transportation system to the degree needed by the region's growing population. In 2000, MTC undertook a major planning effort to identify, prioritize and build consensus for

future transportation investments beyond those identified in the plan. This effort identified over \$33 billion in needed funding and projects that could be pursued when and if new funding opportunities arise. The Transportation 2030 planning process will seek to prioritize this lengthy list of unfunded projects to determine which should go forward first if additional revenue becomes available. New revenue sources could include county sales taxes, an inflation-indexed gasoline tax or a \$1 increase in tolls on Bay Area toll bridges.

Three Agencies in One

MTC was created by the California Legislature in 1970 to plan the Bay Area transportation network. Over the years, state and federal laws have given MTC an increasingly important role in financing improvements to the network. With additional authority over the Bay Area's transportation purse strings has come the duty to oversee the efficiency and effectiveness of the region's transportation network, prompting MTC to undertake a number of projects designed to improve the system's operation. The expansion of MTC's mission has led to the point where the Commission not only directs MTC, but also, since 1988, the region's Service Authority for Freeways and Expressways (SAFE) and, since 1998, the Bay Area Toll Authority, which administers revenues from the region's seven state-owned toll bridges.





Getting More Mileage From the System

An early champion of “system management” strategies to ease congestion and boost the efficiency of the Bay Area’s existing transportation network, MTC is an active sponsor — along with Caltrans, the California Highway Patrol, transit operators and others — of numerous projects designed to improve traffic flows, make transit more convenient and increase access to the regional transportation network. These include the new 511 traveler information system, accessible by phone or on the Web at www.511.org; a growing network of high-occupancy vehicle lanes; the FasTrak™ electronic toll collection system; the Freeway Service Patrol band of roving tow trucks; the TransLink®

multi-agency transit-fare “smart card”; the www.transitinfo.org Web page, with its popular TakeTransitSM online transit trip planner; the Bay Area’s yellow roadside call boxes; the regional rideshare program; the Low-Income Flexible Transportation (LIFT) program; traffic engineering and pavement maintenance programs; and the Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) initiatives, which promote smart growth through direct financial incentives for transit-, bike- and pedestrian-friendly development.

For more information on the Metropolitan Transportation Commission, including public involvement opportunities and the Transportation 2030 Plan, please visit MTC’s Web site at [<www.mtc.ca.gov>](http://www.mtc.ca.gov) or contact MTC’s Public Information Office at 510.464.7787, or [<info@mtc.ca.gov>](mailto:info@mtc.ca.gov).



METROPOLITAN
TRANSPORTATION
COMMISSION

J u n e 2 0 0 3